

discussions. Wednesday, October 14, 9:00 a.m.–5:00 p.m. Subgroup 3 (Airport Databases). Thursday, October 15, 9:00 a.m.–3:30 p.m. Closing Plenary Session: (15) Summary of Subgroup 2 and 3 Meetings; (16) Assign Tasks; (17) Other Business; (18) Dates and Locations of Next Meetings; (19) Adjourn. Friday, October 16, 9:00 a.m.–5:00 p.m. Subgroup 1 (Terrain Awareness and Warning System TSO Review): (20) Review of FAA TSO–C151 for Terrain Awareness and Warning System; (21) Establish a list of comments.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Washington, DC, 20036; (202) 833–9339 (phone), (202) 833–9434 (fax), or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on September 21, 1998.

**Janice L. Peters,**

*Designated Official.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Announcement of Receipt of Proposed Restriction on Operations of Stage 2 Aircraft at San Francisco International Airport, San Francisco, California

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) has been notified by San Francisco International Airport that it proposes to amend its current Noise Abatement Regulation 4(C), which currently restricts operation of Stage 2 aircraft between 11:00 and 7:00 a.m., locally, by extending the restricted hours to between 7:00 p.m. to 7:00 a.m. local time. The San Francisco International Airport has provided notice of the proposed restriction and an opportunity to comment to the public, pursuant to the Airport Noise and Capacity Act of 1990, and 14 CFR 161.203.

**EFFECTIVE DATE:** In its notice, published on August 14, 15, and 17, 1998 in the *San Francisco Examiner*, the San Francisco International Airport

indicated that the effective date of the proposed restriction is March 5, 1999.

**FOR FURTHER INFORMATION CONTACT:** Ms. Jean Caramatti, Secretary to the San Francisco Airport Commission, San Francisco International Airport, International Terminal, Fifth Floor, P.O. Box 8097, San Francisco, California 94128, Telephone: 650/794–5000. Copies of the complete text of the proposed restriction and the supporting analysis may be obtained by making a request in writing to the above address. These documents are also made available for public inspection at the above office upon written request.

**SUPPLEMENTARY INFORMATION:** This notice announces FAA's notification by San Francisco International Airport (SFO) that it proposes to amend its current Noise Abatement Regulation 4(C), which currently restricts operation of Stage 2 aircraft between 11:00 p.m. and 7:00 a.m., locally, and requires operators to agree to adhere to SFO's preferential runway use program in order to operate aircraft during those hours. The proposed restriction expands the current restriction on nighttime operation of Stage 2 aircraft by (1) extending the restricted hours to 7:00 p.m. to 7:00 a.m. local time, (2) requiring operators to agree to adhere to SFO's preferential runway use program in order to operate aircraft during those hours, and (3) eliminating the existing exemption from restriction of operations between the hour of 6:00 a.m. to 7:00 a.m. local time, for Stage 2 aircraft operators that agree to adhere to SFO's preferential runway use program. The proposed effective date for the proposed restriction is March 5, 1999. Public comments on the proposed restriction must be submitted directly to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT** and must be received on or before October 23, 1998.

Issued in Hawthorne, California on September 14, 1998.

**Herman C. Bliss,**

*Manager, Airports Division, AWP–600, Western-Pacific Region.*

[FR Doc. 98–25865 Filed 9–25–98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Michiana Regional Transportation Center, South Bend, IN

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Michiana Regional Transportation Center under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before October 28, 1998.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John C. Schalliol, Director, Michiana Regional Transportation Center of the St. Joseph County Airport Authority at the following address: St. Joseph County Airport Authority, Michiana Regional Transportation Center, 4477 Terminal Drive, South Bend, Indiana 46628.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the St. Joseph County Airport Authority under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gregory N. Sweeny, Program Manager, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018, (847) 294–7526. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Michiana Regional Transportation Center under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101–508) and part 158 of the